

## NEWS OF THE WHEELMEN

AMATEURS ARE CHARGED WITH  
VIOLATING THE RULES.

**Officials of the L. A. W. It Is Reported Are Investigating the Matter—Want the Elmer Farmer Race Road Closed to the Success of an American Team in France**

The Racing Board of the L. A. W. is reported to have started an investigation of leading amateur riders, regarding the payment of their expenses during the circuit racing of the charged race. The racing board is reported to be in the trade. It was reported yesterday that Chas. John Gideon will probably suspend C. W. Hadfield, the Newark rider who violated the racing rules in the Milburn road race, until he can establish his bona fides as an amateur rider. It is also reported that the racing board will employ a bicycle firm and competing in amateur races. In addition to Hadfield's case, it is alleged that a racing team on the New York State circuit is having its expenses defrayed by an athletic club in this city. Such a practice is contrary to the rules of the L. A. W. and the proven will likely result in the transfer of a number of well known local riders to the professional ranks.

The Racing Board, it is said, has received information from a well-known member of the Riverside Wheelmen, who is now following the circuit, is doing so at the expense of a bicycle

house. His case is also under investigation. The Racing Board is being kept well informed this year of the movements of the racing men. It is stated that one bicycle manufacturer has a list of 350 racing men who are riding his wheels.

Word was received in this city yesterday that in the international team race at Bordeaux, France, on last Sunday, the American professional team consisting of Charley Murphy of Brooklyn, Harry Wheeler of Orange, and Eke Kiser of Dayton, O., finished first. In the international team race, the Americans won a victory. He defeated number of well known foreign racing men who have recently defeated John S. Johnson, the crack American professional. Murphy, Wheeler, and Kiser have been in France about three weeks, training and racing. They are now on their way to their first appearance. It is their intention to make a tour of Europe and take part in even more important race meeting held. They are lik-

The riders of this city are greatly interested in the suggestion to induce the elevated railroad companies to carry bicycles. This plan has been in practice in Brooklyn during the past year and has been a great convenience to all riders, business men living up town particularly. A delegation of local riders called on A. G. Spalding, who is a member of the Cycle Board of Trade yesterday in relation to this question, claiming that the idea of carrying bicycles on the elevated was a good one and that it would be of great benefit to the city. Mr. Spalding agrees that the plan is an excellent one, and says that he will do all he can to help it.

his power to help the wheelmen. He suggests that the bicycle riders should go still further and see if arrangements cannot be made to have the cable roads, particularly the Broadway and Third avenue lines, carry bicycles up town and down town during certain hours of the day. He claims that many down-town business me-

who are cyclists would take great pleasure in the nightly trips to Coney Island, Staten Island, and over the Hudson county boulevard if arrangements could be made for the transportation of bicycles on wheels.

long-distance bicycle trips, and as a result only sixteen men participated in the 200-mile ride of the Manhattan Bicycle Club on last Sunday. The course was over the New Jersey roads, including the Hudson county boulevard. A time limit of twenty-four hours was set, and fifteen riders finished at Hoboken shortly after noon.

on Sunday inside of the limit. A. W. Evans of the New Brunswick B. C., who took part in the century run of the Associated Cycling Clubs of New Jersey from Newark to Asbury Park, of the same day, joined the Manhattans after finishing at Asbury Park and completed 30 miles in thirty-three hours. All the men in

R. G. Betta, M. A. Kling, Adolph Oatman, R. E. Hartsch, John Nonnenbächer, and C. P. Staebach, who were the Manhattan R. Co. George E. Rowland, Hudson

County Wheelmen; A. W. Evans, New Brunswick County Wheelmen; R. C. L. K. Meiler, Philadelphia; E. A. Sprull, Plainfield; R. K. Gray, Central Wheelmen; H. H. Waugh, Brooklyn; R. Oliver, South Brooklyn Wheelmen; C. D. Henriques, Whiteside, L. I.; A. W. Lewis, Liberty Wheelmen.

into the country for long runs, the advantage of brakes on wheels becomes apparent. The persons who are accustomed to take outings to Central Park and on the Boulevard ridicule the necessity of a brake, but its usefulness when a all-day run or when all grades of roads are encountered is made manifest by the great num-

ber of riders who are met walking down steep hills. All women's wheels are fitted with brakes, but it can be noticed, in watching the procession of women on Riverside Drive, that some have become so infected with the antagonism against brakes, that they have had them removed. An expert wheelman, in discussion

the brake question yesterday with THE SUN reporter, said: "The refusal of persons to carry a brake on their wheels accounts for the great number of accidents to riders. Brakes do not add any additional weight to a bicycle that is at all detrimental to a rider. When a wheel is fitted with a brake a rider can feel assured that

he can stop his wheel at once, and I know from practical experience that back pedalling is no as good as a brake. I regard a bicycle brake something like a pistol. It is rather clumsy to carry, but when wanted its possession is always needful at a critical moment."

Troy, June 22.—The race meet of the Troy Bicycle Club was held at Rensselaer Park to day before nearly 2,500 persons. In the professional class field won one event, and only for a accident to Randall of Rochester, who fell in the handicap, he would most likely have won it.

captured also, as he was in a good position having started from the scratch, caught his field, and had to turn wide when Randall following fully forty yards and finishing fifth, on three yards behind the winner, C. H. Callahan. J. A. Powell of the N. Y. A. C., who has been doing so well on the circuit this season, captured

One Mile, Amateur—Won by J. A. Powell, N. Y. A. C.; F. E. Goodman, Riverside Wheelmen, New York; second, P. W. Pierce, Winchester, N. H.; third, Tim

One Mile, Professional—Won by E. C. Bald, Buffalo, Jay Eaton, Elizabeth, N. J., second, Tom Butler, Cambridgeport, Mass., third, Time, 2:24.  
One Mile, Club Championship—Won by Peter Smith, Al Swett, second, G. L. Wittuck, third, Time, 2:25.  
Half a Mile, Amateur—Won by I. A. Powell, New York, E. J. Goodman, R. W., second, P. W. Tierce, third, Time, 2:10.

One mile, Club Handicap—Won by Peter Smith; V. O. Carpenter, second. G. E. Wittuck, third. Time 2:31 4/5.

fourth. Time, 2:00 2/5.  
One Mile, Handicap, Amateur—Won by L. A. Powell, New York, scratch; F. F. Goodman, New York scratch, second; Peter Smith, Troy, 80 yards, third. Time, 2:14.

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To the wheelman or wheelwoman of endurance and nerve, who desire a trip for pleasure

none affords more of the real article than this to the Delaware Water Gap. Fred C. Smith, the tennis player, and John W. Haines, both of Ridgewood, N. J., made the trip on Saturday. They avoided all stimulants, and had only beef steak, eggs, and coffee at meals, and drank milk at the regular intervals. They began their trip

At the crossing point, they began their trip at 4:58 o'clock on Saturday morning, reaching Suffern, ten miles, at 5:50, and Tuxedo, seventeen miles, at 6:20. The roads to Tuxedo were of the best, and the beauties of the Ramapo Mountains and valley were constantly in view. They reached Arden, twenty-three and one-half miles, at 7:25. Turnpike Jagers, seven miles, at 7:55.

Monroe, thirty miles, at 7:40; Chester, thirty six miles, at 8:20, where they rested for fifteen minutes. Goshen was the next point, forty-one and a half miles away. This was reached at 9 o'clock. Phillipsburg, forty-five miles, loomed up at 9:45; Otisville, 57 miles, at 11:05, where they stopped for the night.

The pair did not alter their diet, this time in ten minutes. The only refreshment at the latter place was milk. From Otisville to Cuddebackville, sixty miles, they found the only discouraging piece of road of the trip. It is a little stretch of three miles, but a heartbreaker. It took thirty-five minutes to complete this short

ple of country. Fort Servis, sixty-eight and a half miles away, where the pair rested was reached at 1:15 o'clock in the afternoon. Between the last two points the country is unsurpassed for beauty and the roads in splendid condition. The tourists dined at Fort Servis and they did not resume their journey for a

hour and thirty-five minutes. They left greatly refreshed at 2:30 o'clock. They reached Milford, 77 miles, at 3:35; Dingman's Ferry, 8 miles, at 4:25; Bushkill, 98 miles, at 5:25. They rested here twenty minutes. Stroudburgh, 107 miles, was reached at 6:40, and the Delaware Watergap, 113 1/2 miles to Kittatinny

The return trip was begun on Sunday morning at 8 o'clock, but before the cyclometer had registered three miles Smith's wheel buckled. He went back to the hotel and Hawes continued on alone. The return was by a much shorter route, and equally as interesting, along Lake

Hopatcong. Hawes reached Paterson at 6:00 when his wheel tires went to pieces and he was forced to finish the trip by train. The entire

must own a pair of Duck Trousers. We'll sell you the outfit to-day for a five-dollar note. It would have cost you \$7.25 yesterday. Don't let the low price frighten you.

The suit is right or it wouldn't be here.

Seaman Crash Suits, \$10.  
Suits (Hats and Ties) set of \$3.  
Berge suits, \$12 to \$16.  
Suits (Hats and Ties) set of \$2.  
Negligie shirts, \$1.50 to \$3.50.  
Two Bergaine in Underwear, \$1.50 and \$3.00 - worth double.

Prompt attention to out-of-town orders.

**CONEY ISLAND JOCKEY CLUB.**  
SHEPHERD DAY.  
June Meeting, 1906, June 23 to July 11.  
Race days - Fair \$25, \$25, \$25, July 1, 2, 3, 4, 5, 6, 9, 11 (rain of course).  
TODAY.  
"SUBURBAN DAY."  
THE GREAT SUBURBAN HANDICAP,  
also THE DUFFY'S FOREST FOR 1000 YARDS,  
WITH FOUR OTHER RACES.  
FIRST A FIVE P.M.  
Trains will leave nearly every twenty minutes from East 143d St., 11th Ave., and Grand Central Hall, at 11 o'clock. Special train for Coney Island at 11:30 o'clock. An Brooklyn ferries connect with electric cars direct to race track. ACCOMMODATIONS RETURNING FROM TRACK.